

SAFETY COMMISSION AGENDA STATEMENT

Item 6
Meeting Date 4/07/10

ITEM TITLE: Resolution of the Safety Commission of the City of Chula Vista
Recommending Adoption of the Pedestrian Master Plan by City Council

SUBMITTED BY: Principal Civil Engineer *fxR*

On July 22, 2008 Council approved an agreement between the City of Chula Vista and Alta Planning + Design (Alta) for the development of the City's first Pedestrian Master Plan. The goal of the Plan was to identify and prioritize pedestrian improvement projects based on technical analysis and community input, thereby promoting orderly implementation on a citywide basis and enhancing the City's ability to secure funding. The draft Final Report has been prepared and staff proposes to take it to Council for approval.

RECOMMENDATION: Safety Commission accept staff report and recommend adoption of the Pedestrian Master Plan by City Council.

DISCUSSION:

In order to use the region's transportation funding most effectively, the San Diego Association of Governments (SANDAG) recommends, and in the future will require, that each local agency in the region have a Pedestrian Master Plan in order to compete and receive funding for pedestrian projects. A Pedestrian Master Plan will also strengthen the City's project justification in applying for State and Federal funding (such as Safe Routes to Schools) for pedestrian improvements. SANDAG awarded the City a \$150,000 grant for the development of a Citywide Pedestrian Master Plan.

Staff issued a Request for Proposals and convened a panel that interviewed the five firms that submitted proposals. On July 22, 2008 Council approved an agreement between the City and Alta Planning + Design, the top ranking firm, for the development of a Pedestrian Master Plan (PMP) for a total cost of \$152,002.

Alta coordinated this project with the City's "Kids Walk and Bike to School" project, which was being conducted at the same time as the PMP. This project was funded through a Safe Routes to School grant and involved community walking audits of 36 of the City's public elementary schools. These audits offered community members the opportunity to present their suggestions for infrastructure and enforcement improvements generally within a ¼-mile radius of each school. At the PMP kickoff meeting on August 21, 2008, it was decided to extend the time period for preparation of the PMP in order to obtain complete results of the walking audits.

The main components of the PMP are as follows:

1. **Public Input /Community Involvement:** Alta participated in several events related to the PMP throughout this project. Alta staff participated in a community fair at Lauderbach Park at the beginning of this process. They also participated in several elementary school walking audits and spoke before the Southwest Civic Association and Northwest Civic Association. After the preliminary recommendations were prepared, four Open House workshops were held in southeast, southwest, northeast and northwest

Chula Vista. Alta prepared a questionnaire which was distributed both at the various community meetings and online.

An important component of this project was the Stakeholders' Group. The group met five times during the course of this project and provided valuable input that was incorporated into the PMP. Stakeholders' Group members included City staff from Engineering, Development Services and the Police Department, as well as representatives from the Planning Commission, Walk San Diego, the Chula Vista Elementary School District, the Chamber of Commerce, the Northwest Civic Association and the senior community. Representatives from the Southwest Civic Association were also invited, but did not attend.

2. **Surveying and Identifying Existing Conditions:** This included identifying and analyzing existing infrastructure deficiencies and traffic information from City databases such as missing pedestrian ramps and sidewalks, accident data, traffic volumes and speed limits. This also included compiling census data, such as the population percentages of youth and seniors and the percentage of walking commuters. Additionally, planning information from SANDAG was considered, such as locations of pedestrian destinations, physical barriers, and transit facilities and ridership.
3. **Analysis of School Area Assessments:** Alta participated in several of the elementary school walking audits, analyzed the written reports and prepared maps summarizing the findings of the reports. The recommendations were then discussed with the Stakeholders' Group. The City has obtained Safe Routes to School grants based on the earlier walking audits, and they may be used to substantiate grant applications in the future. The consultant has also prepared a Safe Routes to School Handbook discussing recommended programs, improvements and policies that the City could implement in the vicinity of schools.
4. **Determining Priority Locations:** Based on the analysis of existing conditions and public input, areas of greatest need were identified. This resulted in the identification of priority roadway segments and intersections. The weighting factors used for various criteria were developed with the participation of the Stakeholders' Group.
5. **Recommending Guidelines and Standards:** The consultant reviewed the City's General Plan, design standards and policies, along with State and Federal regulations, including the Americans with Disabilities Act. Based on this review, the consultant prepared recommended Design Guidelines and changes to the City's Zoning Ordinance in order to promote pedestrian accessibility and safety.
6. **Recommending Future Capital Improvements Projects and Financing:** Based on the priority locations, the consultant prepared a list of the 30 priority locations for pedestrian improvements. A map of these locations is provided in Attachment 1 and a list, with a brief description and cost estimate, is provided in Attachment 2. As can be expected, 27 of these locations are in western Chula Vista, while only three locations (all intersections) are in eastern Chula Vista. For each of these locations, the consultant prepared project location maps, a description of recommended improvements and a cost estimate.

Additionally, the consultant analyzed various funding sources and prepared a 20-year financial plan. The plan for the first five years is shown on Attachment 3. Note that this plan is tentative, since it is dependent on the receipt of grant funding.

Since the Pedestrian Master Plan is a large document (approximately 400 pages long), staff has placed this document on the City's ftp site. The PMP can be accessed as follows:

- Address: <ftp://ftp.chulavistaca.gov>
- User Name: SafetyComm
- Password: PsM*#-3 (case sensitive)

In case there are any problems accessing this site, a list of directions for common connection problems is provided (Attachment 4). Commissioners should note the page numbers of any questions that they may have so they can be addressed during the staff presentation.

FISCAL IMPACT:

Adoption of this report will not have any direct fiscal impact. The report may have a positive indirect fiscal impact by enabling the City to apply for and obtain grant funding for the recommended projects.

Attachments:

1. Chula Vista High Priority Project Locations (map)
2. Cost Estimates for High Priority Intersection and Corridor Projects
3. Proposed Five-Year Program
4. FAQ: Help with [ftp.chulavistaca.gov](ftp://ftp.chulavistaca.gov) Connections

Prepared by: Beth Chopp, Sr. Civil Engineer, Public Works-Engineering, Infrastructure Planning Section

J:\Engineer\TRAFFIC\SAFETY COMMISSION\2010\2010-04\Ped Master Plan.doc

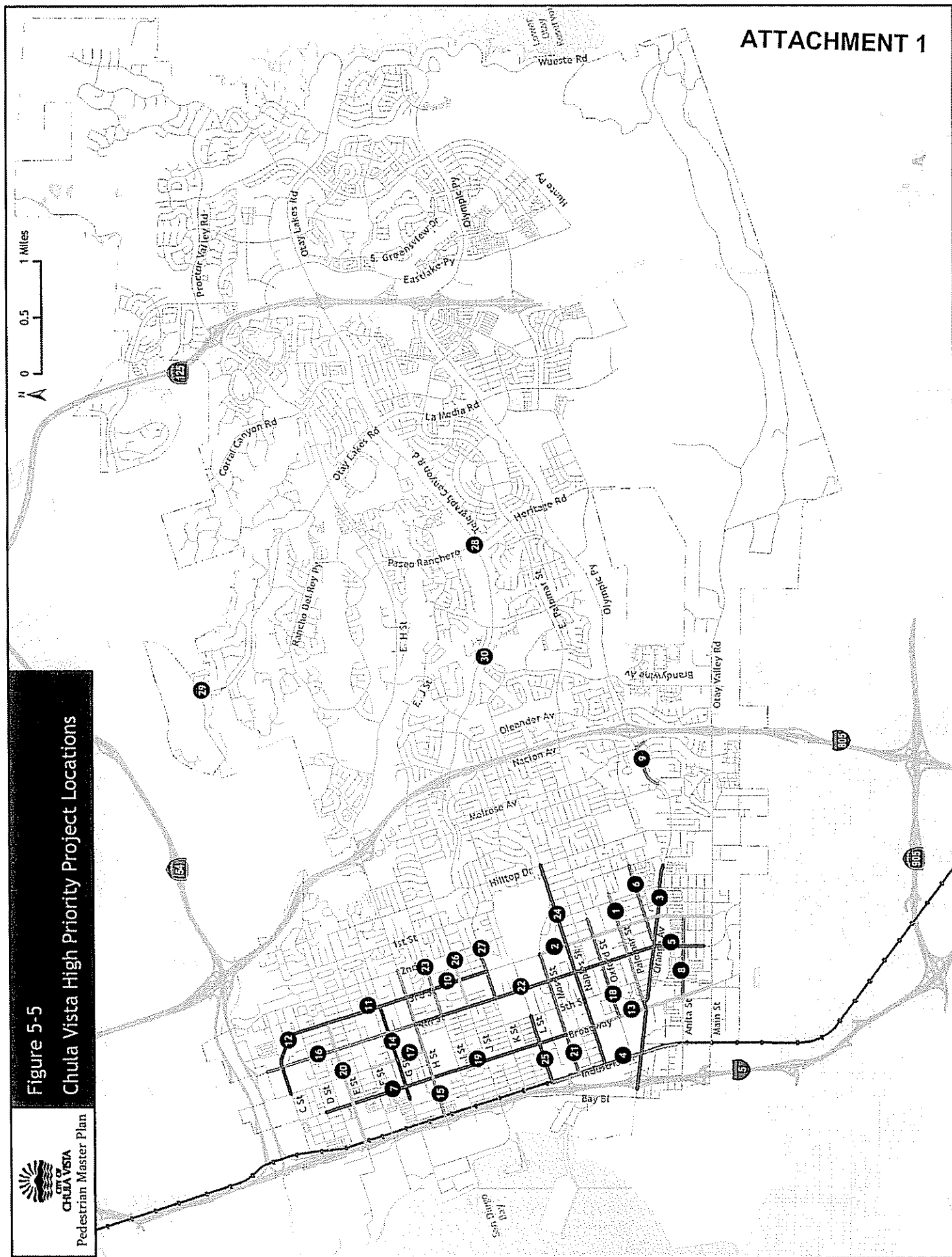


Table 8.3
Cost Estimates for High Priority Intersection and Corridor Projects

	Location	Project Type	Estimated Project Cost
1	Palomar Street (Orange Ave. to Second Ave.)	Sidewalk widening, curb extensions, missing sidewalks, and curb ramps	\$342,260
2.1	Third Avenue (Moss Street to Main Street)	Sidewalk widening, curb extensions, crosswalks, and curb ramps	\$567,485
2.2	Third Avenue (Orange Avenue to Main Street)	Sidewalk widening, curb extensions, crosswalks, curb ramps, and ped islands	\$553,691
3.1	Palomar Street (Bay Blvd. to Orange Avenue)	Missing sidewalks, crosswalks, and curb ramps	\$118,108
3.2	Orange Avenue (Palomar St. to Second Ave.)	Curb extensions, crosswalks, missing sidewalks, and curb ramps	\$349,025
4	Industrial Blvd. (L Street to Anita Street)	Missing sidewalks, and curb ramps	\$701,135
5	Fourth Avenue (Moss Street to Main Street)	Crosswalks and missing sidewalks	\$97,895
6	Quintard Street (Orange Ave. to First Ave.)	Curb extensions, crosswalks, missing sidewalks, and curb ramps	\$436,558
7	Broadway (D Street to H Street)	Crosswalks and pedestrian signalization	\$76,940
8	Anita Street (Broadway to Third Avenue)	Sidewalk widening, curb extensions, crosswalks, and curb ramps	\$291,259
9	E. Orange Avenue (Max to I-805)	Curb extensions, crosswalks, and curb ramps	\$195,872
10	Third Avenue (H Street to K Street)	Curb extensions, crosswalks, restriping, and curb ramps	\$297,000
11	Third Avenue (E Street to H Street)	Sidewalk widening, curb extensions, crosswalks, and curb ramps	\$350,510
12	C Street/Third Avenue (Fifth Avenue to E Street)	Sidewalk widening, curb extensions, ped island, crosswalks, and curb ramps	\$552,759
13	Broadway (Moss Street to Main Street)	Crosswalks and pedestrian signalization	\$136,051
14	G Street (Broadway to Third Avenue)	Sidewalk widening, crosswalks, and curb ramps	\$465,680
15	H Street (I-5 to Second Avenue)	Sidewalk widening, curb extensions, crosswalks, and curb ramps	\$156,470
16	Fourth Avenue (SR-54 to H Street)	Sidewalk widening, curb extensions, crosswalks, and curb ramps	\$127,925
17	Fifth Avenue (F Street to H Street)	Crosswalks	\$28,100
18	Oxford Street (Broadway to Second Avenue)	Curb extensions, crosswalks, missing sidewalks, and curb ramps	\$269,619
19	Broadway (H Street to Moss Street)	Pedestrian signalization and crosswalks	\$58,460
20	E Street (I-5 to Third Avenue)	Curb extensions, crosswalks, and curb ramps	\$193,925
21	Moss Street (Industrial Blvd. to Third Avenue)	Missing sidewalks and curb ramps	\$486,016

Table 8.3
Cost Estimates for High Priority Intersection and Corridor Projects (continued)

	Location	Project Type	Estimated Project Cost
22	Fourth Avenue (H Street to Moss Street)	Curb extensions, crosswalks, and curb ramps	\$237,980
23	I Street (Fourth Avenue to Second Avenue)	Curb extensions, crosswalks, and curb ramps	\$269,000
24	Naples Street (Industrial Blvd. to Fifth Avenue)	Curb extensions, crosswalks, missing sidewalks, and curb ramps	\$854,280
25	L Street (Industrial Blvd. to Fifth Avenue)	Ladder crosswalks and signage in front of school	\$84,324
26	J Street (Fourth Avenue to Second Avenue)	Crosswalks	\$28,100
27	K Street (Fourth Avenue to Second Avenue)	Crosswalks	\$24,800
28	Paseo Ranchero/Heritage Road and Telegraph Canyon Road Intersection	Ladder crosswalks and pedestrian signalization	\$38,990
29	Otay Lakes Road/Bonita Road Intersection	Raised median, crosswalk, and restriping	\$41,795
30	Medical Center Drive/Telegraph Canyon Road	Ladder crosswalks and restriping	\$27,440
	TOTAL COST TOP 30 PROJECTS (2010 Dollars)		\$8,459,452

Source: Alta Planning + Design; March 2010

Attachment 3: Proposed 5-year program

5-Year term	Year 1	Year 2	Year 3	Year 4	Year 5	5-year total
High priority projects						
Project 1	\$ 342,260					\$ 342,260
Project 2.1		\$ 567,485				\$ 567,485
Project 2.2			\$ 553,691			\$ 553,691
Project 3.1	\$ 118,108					\$ 118,108
Project 3.2				\$ 349,025		\$ 349,025
Project 4				\$ 174,795	\$ 526,340	\$ 701,135
Subtotal	\$ 460,368	\$ 567,485	\$ 553,691	\$ 523,820	\$ 526,340	\$ 2,631,704
Citywide projects recommended in Plan						
Sidewalk gap infill	\$ 906,595	\$ 906,595	\$ 906,595	\$ 906,595	\$ 906,595	\$ 4,532,975
Curb ramp retrofit	\$ 231,500	\$ 231,500	\$ 231,500	\$ 231,500	\$ 231,500	\$ 1,157,500
Subtotal	\$ 1,138,095	\$ 1,138,095	\$ 1,138,095	\$ 1,138,095	\$ 1,138,095	\$ 5,690,475
Programs recommended in Plan						
Promotion	\$ 79,000	\$ 79,000	\$ 79,000	\$ 79,000	\$ 79,000	\$ 395,000
Enforcement	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 50,000
Subtotal	\$ 89,000	\$ 89,000	\$ 89,000	\$ 89,000	\$ 89,000	\$ 445,000
Soft costs (incl. personnel)	\$ 242,000	\$ 242,000	\$ 242,000	\$ 242,000	\$ 242,000	\$ 1,210,000
Summary of costs						
High priority projects	\$ 460,368	\$ 567,485	\$ 553,691	\$ 523,820	\$ 526,340	\$ 2,631,704
Citywide projects	\$ 1,138,095	\$ 1,138,095	\$ 1,138,095	\$ 1,138,095	\$ 1,138,095	\$ 5,690,475
Program costs	\$ 89,000	\$ 89,000	\$ 89,000	\$ 89,000	\$ 89,000	\$ 445,000
Soft costs(personnel)	\$ 242,000	\$ 242,000	\$ 242,000	\$ 242,000	\$ 242,000	\$ 1,210,000
Total Costs	\$ 1,929,463	\$ 2,036,580	\$ 2,022,786	\$ 1,992,915	\$ 1,995,435	\$ 9,977,179
Annual funding requirements	\$ 1,929,463	\$ 2,036,580	\$ 2,022,786	\$ 1,992,915	\$ 1,995,435	\$ 9,977,179
Estimated competitive grant revenue (70% of capital)	\$ 1,350,624	\$ 1,425,606	\$ 1,415,950	\$ 1,395,041	\$ 1,396,805	\$ 6,984,025
Additional local match needed annually	\$ 578,839	\$ 610,974	\$ 606,836	\$ 597,875	\$ 598,631	\$ 2,993,154

FAQ: Help with ftp.chulavistaca.gov connections

The City of Chula Vista's FTP site requires the use of what are known as "active" FTP connections. If you are having trouble connecting to our FTP site you may have to change your browser or FTP client settings.

Browser-based FTP setup

Internet Explorer 6.0

1. Start Internet Explorer.
2. Click **Internet Options** on the **Tools** menu.
3. Click the **Advanced** tab.
4. Click **Enable Folder View for FTP sites**.
5. Enter the URL ftp://ftp.chulavistaca.gov and click on the Go button or press Enter.
6. You will be prompted for a username and password. Enter the credentials provided to you.
7. For more information, see <http://support.microsoft.com/kb/309816>

Internet Explorer 7

1. Start Internet Explorer.
2. On the **Tools** menu, click **Internet Options**.
3. Click the **Advanced** tab.
4. Under **Browsing**, click the **Enable folder view for FTP sites** check box.
5. Click to **uncheck** the **Use Passive FTP (for firewall and DSL modem compatibility)** check box.
6. Click **OK**.
7. Enter the URL ftp://ftp.chulavistaca.gov and click on the Go button or press Enter.
8. You will be prompted for a username and password. Enter the credentials provided to you.
9. *Note:*
 - a. Your company's firewall may require you to the formulate the URL in this manner: ftp://<username>:<password>@ftp.chulavistaca.gov .
 - b. For more information, see <http://support.microsoft.com/kb/323446>
10. If none of these work, try using Windows Explorer:
 - a. Open **Windows** Explorer.
 - b. In the Address bar at the top, enter the URL ftp://ftp.chulavistaca.gov and click on the Go button or press Enter.
 - c. You will be prompted for a username and password. Enter the credentials provided to you.

Internet Explorer 8

1. Start Internet Explorer.
2. On the **Tools** menu, click **Internet Options**.

3. Click the **Advanced** tab.
4. Click to **uncheck** the **Use Passive FTP (for firewall and DSL modem compatibility)** check box.
5. Click **OK**.
6. Close Internet Explorer.
7. Open **Windows** Explorer.
8. In the Address bar at the top, enter the URL <ftp://ftp.chulavistaca.gov> and click on the Go button or press Enter.
9. You will be prompted for a username and password. Enter the credentials provided to you.

Firefox

1. Mozilla recommends using FireFTP. See <http://fireftp.mozdev.org/help.html>
2. Once installed, open FireFTP.
3. Create a new account or edit an existing one by clicking 'Edit'.
4. In the Account Manager, select the "Connection" tab.
5. Uncheck the "Passive Mode" option.

FTP Clients

For example, FileZilla, CuteFTP or WS-FTP

1. Set FTP clients to use active FTP whenever possible.

RESOLUTION NO. SC-2010-_____

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY
OF CHULA VISTA RECOMMENDING ADOPTION OF THE
PEDESTRIAN MASTER PLAN BY CITY COUNCIL

WHEREAS, on July 22, 2008 the Chula Vista City Council approved an agreement between the City and Alta Planning + Design for development of the City's first Pedestrian Master Plan. The goal of the Plan was to identify and prioritize pedestrian improvement projects based on technical analysis and community input, thereby promoting orderly implementation on a citywide basis and enhancing the City's ability to secure funding; and

WHEREAS, Alta has obtained input from community groups and local residents in the preparation of this plan. The recommendations were formed in collaboration with a Stakeholders' Group and the findings were presented in four Citywide forums; and

WHEREAS, the plan has been completed and is being presented to the Safety Commission for discussion prior to presentation and adoption by the Chula Vista City Council.

NOW, THEREFORE, BE IT RESOLVED that the Safety Commission of the City of Chula Vista does hereby accept the staff report and recommends adoption of the Pedestrian Master Plan by City Council.

PASSED, APPROVED, and ADOPTED by the Safety Commission of the City of Chula Vista, California, this ____ day of _____, 2010, by the following vote:

AYES: Commissioners:

NAYS: Commissioners:

ABSENT: Commissioners:

John Liken, Chair

ATTEST:

Florence Picardal, Secretary